WHAT'S GOING ON DOWN AT THE RIVER?

I. PENN’S LANDING

Penn’s Landing today, viewed from what is left of the Society’s Hill at Front and Delancy Streets, reveals a boat basin stretching north from Walnut to Lombard enclosed by a breakwater that ends in the vicinity of Pine. North of Walnut the river from Delaware Avenue out to the line of the boat basin breakwater is filled with mountains of gravel having submarine pipes and sewer connections. The fill extends all the way to Market Street.

What’s going on here? Are the city and the state going to have this open window to the City of Brutishly Low, “a void, visual symbol of the port,” ready, even in part, when the bicentennial year arrives?

The approximate plan, a 1968 conception, to the depression and covering of Delaware Avenue and the Delaware Expressway, is shown on this page. Architects Robert L. Goldin, Raimundo Lapido and Walter Wartenberg here propose a Penn’s Landing that extends from Vine to Dilworth Street. The plan adopted in 1969, the work of Edelsohn’s firm, has Race Street as its northern limit.

The work has been confined largely to the area between Commerce Street, just north of Market, and Lombard Street. This is known as Stage I and the 14 acre filled area from Commerce to Walnut is to be ready for building construction in 1971. The towers and other underground facilities have been resolved, and the final steps will be to set and compact the new ground.

The organizations that have expressed interest in locating at this area of Penn’s Landing include the Post Anthology, Academy of Natural Sciences, Pennsylvania Historical and Museum Commission, Philadelphia Maritime Museum and the Biennial Book Corporation. No hard-and-fast commitments to build yet exist and obviously can’t be made until access to the site is assured. The 1963 plan linked the city with this central portion of Penn’s Landing with elevated highways that branched from both sides of Market Street below Second to connect the Expressway and Delaware Avenue. Another approach was planned at Race Street underpassing the elevated Expressway. It led a cross Delaware Avenue to an island of filled land which would have divided the boat basin, leaving the historic ships in the landlocked portion to the north.

The boat basin has now been completed without the dividing fill, as the revised concept proposes. The story continues on page 2.
DOWN BY THE RIVER

(Cont. from foot of Chestnut Street, retailing in a loop at Market Street, is also a likely solution with tech Delaware Avenue and the Expressway going underground. So also are the on-grade extensions of Dock and Space Streets to the Pennt's Landing perimeter road.

Concept and planning, however, are not design and the engineers cannot begin design until the highway construction is agreed upon. The impasse to date suggests that Philadelphia and Pennsylvania will have to move fast if Stage I of Penn's Landing is to be complete by 1976.

Stage II, from Lombard to Fitzwater Streets, where apartments and limited commercial development are planned for (Red land, probably will be the last part of Penn's Landing to be completed. The semicircular piers must be acquired before work can begin. The time required to acquire properties probably would put off demolition, filling and extending to the point where construction of apartments or other buildings could not be completed by 1976. Stage III, the area from Commerce Street north to the Benjamin Franklin Bridge could be completed sooner. The city now owns the piers in that area.

The money to build Penn's Landing is another essential. The project is a joint city-state undertaking. Completion of Stage I this year will have cost Philadelphia nine million; seven million for Pennsylvania. An equal amount on more would meet a fair guess to make Stage II, A & B, ready also. Funds for Stage II have been budgeted, but not appropriated.

Highways, parking facilities, and landscaping will require additional public funds. No estimates are possible at the stage. Cost estimates five or six years ago were that Pennt's Landing, when complete, would be a 200 million dollar development, part public and part private funds. An impressive first stage is nearly complete. The next step, if Philadelphia means business for the Bicentennial, must begin.

Arnold Nicholson

DOWN BY THE RIVER

II. THE DELAWARE EXPRESSWAY

Bill No. 1692, authorizing the City of Philadelphia's participation in the joint federal-state-city funding of the Delaware Expressway cover, is now before City Council. Area residents will remember that in 1967 an inter-governmental task force recommended a three-mile-long"back work" cover from Commerce to Chestnut Streets between Independence National Historical Park & Pennt's Landing. In addition, there is to be a two-and-three-half block cover on Delaware Avenue from Walnut to Delancey Streets.

The combined cover, although not directly in Society Hill, is of utmost to area residents because it is so critical to the development of the entire historic area and riverfront. A concrete slab two lanes wide in the alternative. That slab would destroy America's birthplace and destroy the potential of a great new riverfront development. The Independence Hall-Penn's Landing area is one of the most important public spaces in the city. If completed as it should be, it not only can be a place of business, inspiration for people from throughout the nation and indeed the world, but also a place of beauty and excitement for the whole city. It is certainly not the exclusive province of Society Hill.

Spokesman for the Committee to Preserve the Nation's Birthplace, which has led the fight for the cover, have told the RESIDENT that it is a very important that letters go to City Council President Paul D'Ortona expressing support for the bill and urging its immediate passage. Costs of the cover now are already begin to escalate, and unless this matter is resolved in the next future, they will escalate even more. If the city's 54 million share of the cover costs is not forthcoming, 314 million of earmarked federal and state funds will be lost.

Letters should go to the Honorable Paul D'Ortona, Room 494, City Hall, Philadelphia, Pennsylvania 19107. The committee urged that area residents should also encourage their friends who live elsewhere in Philadelphia to write,

not only to Mr. D'Ortona, but also to their own councilmen. This area's councilman, Hon. William J. Costello, has already committed himself wholeheartedly to the cover.

Committee Chairmanship John Harris quote praised Mayor James H. Tate and Governor Raymond F. Shafer for their continued support of the cover. Delay is now being caused, he said, by the reluctance of three-government officials. Sharforming and the nature of the bureaucratic process. "It would be a shame if Interstate Route 95, the Main Street of the eastern seaboard, were to run from Maine to Georgia Avenue, and from Cuthbert Street to Florida," Brown said. "It will never go through central Philadelphia, let alone the area residents." The Committee to Preserve the Nation's Birthplace is now in its sixth year of lobby

ing for the cover. It includes individuals and organizations from throughout the country.
DOWN BY SOUTH ST.
THE CROSSTOWN EXPRESSWAY

During the last few years the Society Hill Civic Association has discussed the proposed Crosstown Expressway, at four general meetings. Those of you who have attended the meetings have heard a great deal of the history of that highway and about the transportation, housing, pollution, and sociopolitical problems associated with it. Until our most recent meeting concerning the Crosstown Expressway the deterioration had declined to take any position with regard to the highway. At the most recent meeting a resolution was adopted by a vote of 16-9 supporting the construction of a highway in the South to Bainbridge corridor. The purpose of this article is to bring you up to date on what has happened since that meeting and to make a few guesses as to what may happen in the future.

As of this writing the study to be conducted by Allen M. Voorhees and Associates has not begun. You may remember that in late November of 1969 this firm of transportation consultants was named by the Mayor's Crosstown Expressway Study Committee to conduct a 14-month study. Even when it was expected that the study would begin immediately, there were many people (including all the community representatives on the Mayor's Committee) who opposed the existence of such a study on the ground that delay in making a decision on the highway would cause unacceptable further deterioration of the South Street corridor. Budge problems in the State Highway Department have interfered with the beginning of the study.

The Mayor's Crosstown Expressway Study Committee continues to meet. The Chamber of Commerce Section and the Citizens Committee faction do not seem close to resolving their differences. Both sides seem to realize now that the Chamber's original proposal for covering the highway and providing good relocation housing is not economically feasible.

Shortly before presenting his resignation from his city post, Edmund Bacon proposed a sewer on east alignment of the Crosstown Expressway. His proposal would send the South to Kater corridor from the Delaware Expressway to about 5th Street where the highway would curve northward and use a Rodman Street corridor near town. It is far better than we might have hoped to accomplish with this proposal. It may take several weeks or even months before we are able to see the effects of that proposal or of the resignations of Mr. Bacon and Commissioner of Streets Smallwood, both of whom were strong proponents of the Crosstown Expressway.

To the surprise of the opponents of the highway, the Nixon administration in Washington has turned out to be a strong ally. The recent directive from Secretary of Transportation Volpe requiring relocation housing to be available before a highway project is started puts us in official procedure something for which the Citizens Committee had been fighting. Very few people had expected this enlightened, but still highway, approach from a man who had been a contractor before entering public life.

It is my guess that no highway will be built in the South to Bainbridge corridor. I think it is even less likely at Rodman Street. To accomplish this it will be necessary to sustain the momentum of the opposition. Since our December meeting I have written to Mayor Tate and Managing Director Cohen (in his capacity as chairman of the Mayor's Crosstown Expressway Study Committee) to acquaint them with the position of our Association. I have informally approached the leaders of other civic associations to encourage them to take a similar position. By this kind of direct action and through its membership in both the Citizens Committee to Preserve and Develop the Crosstown Community and the City-wide Coalition to Oppose the Crosstown Expressway, the Society Hill Civic Association can help. Several individual members of the Association are already actively participating with these groups and more see certainly welcome.

Paul Putney

BITS & PIECES

Year ago, when house tours first hit Society Hill, the tourists buddled together in small bands looking at the rowhouses as if they were some kind of strange species. They drove their automobiles from house to house with the windows rolled up and wore their badges proudly, establishing their differences from the people who lived in the houses they tramped through. But behind our modest appearing brick wall we found enough that was brash of temperament to come back year after year, bringing their friends, and establishing the Society Hill House Tour as a magnificent money maker for hospitals, etc.

What moves them to leave their Sylvan glades of chorale, folkart, and dashboard to sit out here? How much money would you pay to be here now? And yet the house tours have done as some good over the years. For example, it was on a Boston tour some years ago that Edmund Bacon was first moved to complain: "the pioneers" on what they have accomplished in between their greenways. And the tours have certainly had a hand in the remarkable metempsychosis that has occurred among the tourists.

Today the tourists are a great deal more open and friendly. They want to be part of the scene. They have their cameras in handbags and trapeze pockets. The insinuates come with their own guides and they want us to like them. The residents, in return, have undergone a change of heart. They stand around in clothes a little older, a little more ragged, in groups of friends and neighbors with somewhat more warmth and volume than is usual even in this neighborhood of ours.
SHOPPING SOCIETY HILL
THE JEWISH DELICATESSEN

There’s hardly anything sold in a Jewish delicatessen that isn’t purchased in a reasonably sophisticated supermarket. But no supermarket can counterfeit the experience of a Jewish delicatessen... particularly as to the moment when the essence of the delicatessen is at its most powerful concentration... on Sunday morning.

Luckily, we have one of the truly great Jewish delicatessens at the corner of Fourth and Bainbridge. The name is The Famous. You may know it as a grocery store, which, in fact, it is. Or as a restaurant. There are tables in the back and an extensive menu. But the action on Sunday morning is concentrated on the long counter.

The counter varies at the East end with bread and dairy products, moves westward through the meats, and ends with the fish. But you start between meat and fish. There you get a number. If the number is one (look for them in the hands of the crowd) you must absolutely have one or five or have a friend behind the counter. But don’t wait until your number is called before you start examining the merchandise.

Sunday at The Famous is no scene for the weak-willed or the hesitant.

Three kinds of fish deserve immediate attention. First the box. These are box and there is box. Two kinds. Both are smoked salmon. But box is not the delicate appetizer you remember from Scotland. Box is a full-bodied ropy salmon that often takes some getting used to. The other kind of fish as a good way to get used to it. It isn’t called box familiarly. You call it "Nova" which is short for "Nova Scotia Salmon". It's milder, much more delicate box. Try it first. And don’t be ashamed to purchase a small sample. Two ounces of Nova is not uncommon. It’s smoked twice. That’s what "kippered" means. Most often a beautiful pink, it sometimes slugs down to white. Some pieces are relatively dry to the touch and creamy, and over the long haul, these seem to be the most delicately flavored. Again, don’t be ashamed to order just a few ounces. But don’t be surprised at the weight of even a small piece. If you get to like kippered salmon, you might try sable sometimes. It’s a more intensely flavored and odiferous variety.

The third major classification of fish looks just like a fish. A complete fish. Breeze-skinned and beautiful-eyed, it’s called whitefish and it comes in both large and small. If you decide to try a large one, don’t be ashamed to ask the counterman to prepare it for you. He’ll box it, fillet it, and there it is. Small whitefish, delicious in his day, and chances are, he’ll do a much better job than you will.

On your way to the meat counter, pick up a half-pound of cream cheese. At the same time, check your taste for tomatoes, onions, and perhaps even black olives. All of them are traditional accompaniments to the fish. If you’re cut, the counterman may be able to satisfy your needs.

Now you’re at the meat counter. You couldn’t want a better lunch. Try anything. You can hardly make a mistake. The corned beef is the stuff dreams are made of. But don’t overlook the possibilities at salami, kohdes hohny (lightly garlicy), roasted beef, smoked beef, parturis, and hot dogs (more garlic) in a variety of shapes, skins and sizes. While working your way down the meat counter, don’t miss the barrels. One is full of bustling juicy pickles. You know all about those, of course. But the other barrel is packed with sour sauerkraut, and if you’ve never tried one you’ve got a treat waiting.

On to dairy. The Famous is no "Smart Louis", but there is a satisfying selection of American and Swiss cheese if you just can’t stand the taste and texture of imported smoked and pickled meats. And The Famous is one of the few stores where you can get sweet butters right off the loaf. Whoever thought that business of "lightly salting" butter never tasted the real stuff.

And finally, the breads. A puck will have already stopped at one of the excellent bakers in the neighborhood. But if you want to combine your purchase, The Famous is a full-service delicatessen. There’s eye bread, Plain eye bread. Real Jewish eye bread, with and without seeds. You never tasted anything like this in cloosophage. Or pumpernickel, dark brown crust to real eye. You can buy small or large loaf or half a large loaf. The Famous will slice it for you, and if you buy too much (it doesn’t seem possible) toss the leftovers in a plastic bag and freeze until needed. Great toasted!

Which brings us to the most notable achievement of Jewish Sunday morning cuisine. The bagel. The proper place for a piece of any kind of fish you may have purchased is resting on a bagel. Split, toasted, buttered, cream-cheese

to receive it. Then mere cream cheese on the opposing half, a thin slice of tomato is too. Posey for the kissing, a transparent slice of sweet onion. Put it all together and you couldn’t eat better on a Sunday morning anywhere in the world.

Eat it! It’s good for you, you should feel a little fall after Sunday morning at the delicatessen. Then rise from your chair. Step outside for a little walk around the block, and say to the first Jewish neighbor you meet: "The kid gave me a really great piece of fish this morning."
SOCIETY HILL TYPED SAVINGS ARE A FORTUNATE \ST MILK PRODUCTS

FISH

Ralph's, 240 South Street - Top

Leopard's Fish Shop, $16

21 West - This is the place to

MEATS

Old Second Street Super Market,

FOOTSLY

Herman's, 722 South Fourth Street

ASSORTED GOODIES

Shave Candy Co., 110 Market Street

- All the nifty candies you could want

- Mr. Roper and the Red Wagon

- Mr. Meyer, an engaging gentleman

- Spicier Corner, 294 South 9th Street

- Every thing in spices and herbs,

- Fanne's, 1006 South Ninth Street

- Now that you have found all these

- Smart Lewis, Headless Square

- Life's necessities for the gymnast.

- Short Lewis, Headless Square
Curb Your Dog...
a practical guide

Judging from our sidewalks, it seems some light could be shed on the very necessary art of curbing.

Let’s begin with puppies. Now, really, a puppy will go anywhere you simply have to take him there—the same place, every time you take him out. If he is small enough to carry, do just that until you reach a likely spot. It seems best to step into the street with him at first. If you don’t, the puppy will spend an inordinate amount of time (even longer, if it’s raining) trying to figure out why you are suddenly six inches taller. Thank the puppy down and let him wander on his own.

For the next few minutes, you will be the hostess of the two of you, actually. You must simultaneously exude confidence that this small tyke that put you up at 6:14 a.m. performing perfectly, discipline any attempts of his at dusting back onto the sidewalks, paying no mind to a wall of bubbles from a truck in the middle of the street, waiting for an oil spot, disappearing altogether under a car, barking or forgetting what he is doing. For hopefully, by this time there will be some evidence that at least part of the Deed is done. Congratulations are in order at this point. Therefore you wander along (about four cars worth), step into the street and repeat the whole thing. A

THE RESIDENT

Editors
Gottliebe Meier, L. Matthew Miller

Contributors
Stanhope Browne, Elaine Callen, Arno Leith, Anna McGallan, Arnold Nicholson, Paul Poyner, David Stevens, Leonard Weissman

Design
Johanna and William Sackney

Address correspondence to:
Mr. William Means
160 Dougherty Street
Philadelphia, PA 19106

This Summer at Head House

Head House Square will be alive again weekends this summer with craft and food shops set up in the sidewalks. The shops will be open Saturdays (11 a.m. to 11 p.m.) and Sundays (11 a.m. to 6 p.m.) from June 3 through August 30.

Craftsmen will demonstrate their art on Saturdays 2 to 4 p.m. Live music on Sundays 2 to 4 p.m.

You’ll have the opportunity to buy glassware, leather goods, fabrics, pottery, jewelry, Mexican, American, Israeli, Japanese, and home-baked foods. Opening day is June 13.